

A SWISS RAILWAY will only come into play at Batavia for a length of 400 English feet. At Surabaya this form of popular amusement takes so readily that the daily receipts, sometimes aggregate five hundred guilders.

THE Shanghai Mercury hears that Mr. Wen King Sun, Mr. Krip's comprador, was apprehended in Wuhu a few days ago, in connection with the absconding of his employer, and brought down in the Yuen to Shanghai, where he was handed over to the British Consulate for examination. It is only a few months since Mr. Krip, having been in the service of the China Merchants' Company for a long time before.

His Excellency the Hon. J. Holman Ferguson, Governor of the Straits Settlements and Mr. M. van Duijn, Secretary of the Netherlands Legation, left Tientsin for Peking on Wednesday, 3rd inst. The Netherlands Government have recalled the house of the late Marquis Tien, in which the Legation will be henceforth established at Peking. The Netherlands Minister has made a rather long stay at this port, on his way to the capital. It is reported that he was occupied here with studying the conditions of the recent floods, and that, at the request of His Excellency Li Hung-chang, Mr. Ferguson handed to him two notes bearing on the social and physical aspects of the recent floods, and that among the things he was required to do was to make a note with regard to the water communication for sea-going vessels between the entrance of the Peiho and Tientsin—Chinese Times.

The railway embankment between Hanko and Lu-tai has been sufficiently repaired to admit of traffic being resumed on the 5th inst. after an interruption of over five weeks. Great credit is due to all concerned for the expedition with which this work has been done. The repairs on the Lu-tai section were effected by materials brought along the line from the hill-side at Tientsin, while the Hanko end of the breach was filled in from mud brought from Tongku where a small patch of dry ground was at the disposal of the railway. The latter portion of the embankment was much the less solid of the two, and it will require time and probably a good deal of additional earth to make that part of the line as good as it was before its destruction. It is a great matter to have got the traffic resumed, as railway communication is doubly important at a time when the ordinary roads are inundated.—Chinese Times.

In the course of an article entitled 'The State and the People,' in the *New Review*, Sir Charles Dilke writes: 'The most encouraging fact that remains in the mind of the writer is the fact that there has been a remarkable revival of interest on the part of the whole community as to the causes of that amount of human misery which still exists, and as to the best means of remedy. Rather than make the population generally the recipients of State charity, the destruction of their independence, rather than ship them off to foreign lands, let us make them in all things of local interest their own masters in their various localities. To every city, town, district, parish, as well as to every county, power might be given by a free vote of the inhabitants to do, with complete publicity, everything that would not harm its neighbours or cause it to draw bills upon the future, and that is consistent with the unity of the country as a State. Those cities which, by means of local Acts, have in the past obtained from Parliament the largest powers, and have done the most for themselves, are the ones that have done the most for the country. They are the most advanced portions of Britain. London, which has been least trusted by Parliament than any other, has in fact been the most all-wise in its legislation, and has made life for the poor worth living.'

With reference to the African continent Lord Salisbury in his speech at the Mansion House, said: 'I should like to cite the deep interest taken in Africa as another proof of the strong feeling which is gradually getting an undisputed hold of the strongest and most ruling intellects of the world. Men have welcomed the agreement we have made, or are making, with the principal nations of the world regarding Africa, partly, no doubt, on account of the great field opened up to English industry and enterprise, but also because they recognize that in this agreement we are removing the most probable and dangerous cause of possible quarrel between ourselves and the other nations of the world. We have been engaged in what, to the statist, may appear the somewhat unprofitable task of drawing lines on maps of places where no human foot has ever trod. We have been giving away lakes and mountains to each other, and we have been dividing up the small imperium that we never knew exactly where they were. But whatever suspicious incongruity there may have been in this partition of the unknown, there is this practical merit—that it has removed possible causes of quarrel from those members of the different nations who, on account of their proximity, are too apt to push with undue force the claims of their respective countries against each other. If we feel that we have given up ourselves too zealously to partition and distribution of territories which do not exactly belong to us, and which will be shared by other people, and which it will be some time before our authorities have the chance of visiting, you must always read between the lines and see that we have been the means of avoiding a cause of quarrel between the nations of the world, and that England has contributed her quota to the cause of peace.'

It is false that equality is a natural law. Nature has made no such thing. It is a social law, an artificial law, and it depends on the will of man.

By building a very little misery quite close to our eyes we entirely lose sight of a great deal of comfort beyond, which might be taken.

'An ounce of beef-your-mother-shall,' says a homely philosopher, 'is better than a pound of explanation after you have said it.'

HAPPINESS must not only be prepared and fitted for man, but man for his happiness; he must become a rational creature before he can enjoy a rational pleasure.

PASTORS, caution us, instead of reason and judgment, control in determining marriages. The happy marriage is those that make themselves so.—*Durham Times*.

If we want to keep good-looking we must keep our minds and our bodies as clean as a thing but have to be on the watch that the thing brings along with him. It is the minor miseries, 'vexations,' disappointments and jealousies that sour the temper; scarcely, if ever, the real big troubles of life.

THE MINBINNETT CASE.

John Minbinnett, foreman, Public Works Department, who was arrested on Saturday on a charge of rape, alleged to have been committed on a girl under the age of ten years, in September 1888, was brought before Mr. Wodehouse in the Police Court today.

Mr. Mossop, who appeared for the defence, asked to be allowed to see the information on which the warrant for the arrest of the prisoner had been granted.

His Worship said he could not allow that.

Mr. Mossop said he understood the information was laid by Mr. G. W. Ward, and he might have to cross-examine Mr. Ward.

Inspector Stanton, who was in charge of the case, said he did not know if Mr. Ward would be called as a witness. He had no intention of calling him.

Wong Ngan, a woman apparently between thirty and forty years of age, was then called. She said—'I was formerly the defendant's kept woman and lived with him at Wanchai. In the sixth Chinese moon three years ago I had a little girl named Li Afat living with me. She was given to me by her mother, a Hakka woman. She was 11 years of age at the time I speak of, and she had lived with me for nine years, and I had been living with the defendant for five years. On the day in question I told the girl to go to the kitchen, which was on the second floor, and boil some water, while I went down to the first floor. I stayed downstairs about an hour, and then on going upstairs again I saw the defendant and the girl in the kitchen. After describing the position in which defendant and the girl were, the witness proceeded:—'Defendant left the kitchen hurriedly on seeing me, and as he went he said that I mentioned to anybody what I had seen he would shoot me. The girl began to cry on seeing me. I had left the defendant asleep in the sitting room when I went downstairs, and I came up quietly as I thought he would be asleep still. They did not hear me coming upstairs. After this occurrence I sent the girl back to her mother. I heard that the girl died about 11 months afterwards. I have never mentioned this matter to anybody from that day to this. The defendant told Mrs. Goulbourn about it. She sent for me and asked me about it. Mrs. Goulbourn asked me if I had sold the girl, as the defendant had told her so, and then I told her the real thing. I lived with the prisoner till last year. Then I left him because he cohabited with my daughter, whom he promised to marry. This girl was my own daughter; her father was the captain of a steamer and is dead. I had no family by the prisoner. It is not the case that Li Afat died from the injuries inflicted on her by the prisoner.'

His Worship asked if Mr. Ward had any questions to suggest.

Mr. Ward—'What I believe to be the story, your Worship.'

Mr. Mossop—I entirely object to Mr. Ward making any statement. He has no right to say a word.

The witness Wong Ngan having been removed,

Mr. Ward said he was informed that the child was about six years of age, and certainly not more than eight. He was also told that the child was sold after the date of this offence—so he severely injured that Wong Ngan would not keep her longer—and that eleven days later the child died.

The witness Wong Ngan, recalled, adhered to her former statement.

His Worship, at this stage, said he would adjudge the case.

Mr. Mossop asked his Worship to dismiss the case as the evidence had made out no case. His Worship would take into account that charges of this nature in England must be laid within three months of the alleged offence, while in this case the charge was laid three years after. That, in itself, would be sufficient to convince any jury that this was a trumped-up case. The defence, however, apart from that, had abundant evidence that it was a trumped-up case—in fact, a conspiracy and nothing else. If his Worship intended to go on with the case, he would ask on behalf of the defendant that it should be proceeded with this afternoon.

The case was resumed in the afternoon.

Cross-examined by Mr. Mossop, the witness said—'The defendant still pays me \$10 a month. I live along with a number of kept women who are visited at the house by the men who keep them. The defendant sent me away when he took my daughter. Mrs. Goulbourn told me that my husband accused me of selling girls. It was then I told Mrs. Goulbourn about this matter. I did not inform the police about the matter then, as it had happened two years previously. I don't know why the case has been brought up now. I came here because the Inspector asked me yesterday to come. I did not lay an information in this case. My daughter told me of defendant's arrest on Saturday. I mean the daughter who is now living with the defendant. I don't know who is prosecuting the defendant. I saw Mrs. Goulbourn on Saturday. She did not talk to me about the case. All I know about the age of the girl, Li Afat, was told by her mother. When I retained the girl to her mother, I did not mention what I had said in the kitchen. The first time I mentioned this was when the defendant charged with molesting a girl. Afat was a servant in defendant's house.

I don't know why he did not take the girl to his bedroom. I never told anybody the date on which it occurred until I came to this Court. If anybody said it occurred on the 8th of Sept. 1888 it would be false. I don't remember the year, but it was not near September. I did not tell Mrs. Goulbourn the date.

By his Worship—I left the defendant 12 months ago. That was about two years after this offence. My daughter was living in the defendant's house at that time. She did not know of this affair at first, but when she was willing to live with the defendant I told her. What I meant by saying I had not mentioned the affair to anybody but Mrs. Goulbourn was that I had not told it to outsiders. A servant who was in the house also knows about it.

His Worship said he would now remand the case for a week. He made so long a remand because he thought it was a case that required to be very carefully inquired into.

Mr. Mossop asked that the adjournment should be shorter in order that the case might be sent to this month's Criminal Sessions. In any case he asked that the prisoner should be allowed bail.

Mr. Ward—As plaintiff in the case, your Worship, I may mention that the defendant's boxes are packed ready for his leaving the colony, and as he is a man of considerable means I think the bail should be made almost prohibitive.

Mr. Mossop—You have no right to address the Court.

Mr. Ward—I am the plaintiff in the case.

Mr. Mossop—There is no such thing as a plaintiff in this Court. I protest against so long an adjournment, your Worship. I see no reason why the case should be set for trial in time for this month's Criminal Sessions. It is most unfair to the defendant to delay it. The prosecution don't say they have any further evidence. My client is an officer in the Public Works Department, and it is most injurious to him to have a charge like this hanging over him. He is most anxious to have it gone into thoroughly.

His Worship—Have the police anything to say on the subject of bail?

Inspector Stanton—Only that it should be fixed at a substantial sum, your Worship.

His Worship—I shall allow bail in two sureties of \$1500 each.

Inspector Stanton—I think \$5000 would be nearer the mark, your Worship.

His Worship fixed bail at \$3,000 in two sureties of \$1500 each, and remanded the case till 2.30 on Monday next.

AN APPLICATION FOR A SPIRIT LICENCE REFUSED.

A meeting of Justice of the Peace was held today to consider an application by Mrs. Anne Young, for a spirit licence for the premises No. 284 Queen's Road West.

Hon. H. E. Wodehouse and Major General Gordon were the justices present.

Mr. Hastings of Messrs. Watson & Deane's (Office) appeared on behalf of the applicant. He said the applicant was an Englishwoman who had been in the colony about three years and had kept a coffee-room at No. 2 Graham Street during that time. He was informed that during that time she had kept the house in a proper way and had never been accused of any disorderly conduct. She applied now for a spirit licence for other premises.

Mr. Wodehouse asked if Mr. J. General Gordon had any remarks to make.

Major General Gordon said he had only to say that Mr. Hastings' statement was not quite correct, inasmuch as the applicant had been convicted of selling liquor to sailors in 1887, and was fined \$25.

Mr. Hastings said he was informed that the facts of that case were that Mrs. Young gave some sailors brandy in their coffee, which she did not charge for.

Mr. Wodehouse said he thought the licence must be refused. The police objected to the locality, and there being a conviction against the applicant it was not an application that could be granted.

THE LABOUR AGITATION IN ENGLAND AND AMERICA.

THE GREATEST STRUGGLE BETWEEN LABOUR AND CAPITAL YET KNOWN.

(Telegrams in Australian papers.)

London, Aug. 15.—Owing to the strikes there have been placed in the shipping trade of London, it is announced that the tonnage of the port shows a decrease of 140,000 tons during the past six months.

London, Aug. 15.—The Portsmouth coal strike has been paralysed by reason of a strike of coal porters and carters.

London, Aug. 15.—The strikes in South Wales being settled, the men who have been on strike have resumed work.

It is estimated that the total amount of money sacrificed by the men in the loss of wages for the period during which they have been on strike is nearly half a million sterling.

Aug. 16.—Fifty thousand men who went on strike have resumed work. The difficulty with the Cardiff dockers is expected to be arranged by means of a compromise.

London, Aug. 17.—The anniversary of the termination of the London dock labourers' strike of last year was celebrated by a great demonstration of the unionist dockers in Hyde Park to-day. A vast crowd of people was present. Six platforms had been erected, from which addresses were made to the concourse.

Among the banners carried in the procession and displayed at the platforms were two commemorating the Australian coal labourers' strike of last year.

One showed an Englishman and an Australian dock labourer shaking hands, while on the other was depicted an Australian handing a cheque to a Britisher.

Mr. John Burns, in the course of his address, stated that the amount of the Australian subscriptions had reached nearly £40,000. For such magnificent help the hearty thanks of the London workmen were due. He regretted that it was impossible for him to go to Australia at the present juncture, and in return for Australia he offered to assist in the colonial ports in its efforts to break the power of the monopolistic capitalists, but

he hoped this labour reform would be successful.

At the close of his address, waving a flag showing the kangaroo, with the motto 'Advance Australia,' he called for cheers for Australia, which were given.

At last, Burns addressed the men. He declared that if the union got a message from any responsible authority in Australia, asking for help, in case of a strike, it would be submitted to the union, and such help would be afforded without discussion. Further, if they received a telegram calling upon them to join people had ships on their arrival in the home ports, those vessels would be blocked in every port, as long as blackleg labour continued to be employed abroad.

Mr. Edwards made a speech in similar terms, concluding with a resolution of gratitude to Australia, which was carried with acclamation.

London, Aug. 18.—Mr. Burns stated that the strike had increased the dockers' wages in London by £300,000 and in the country by £700,000. He claimed that 7,000,000 of labourers had gained 30 millions of money per year. That 80 strikes they had won. The trade unionists of London had been increased by 300,000. The police and postmen's strike, he said, failed owing to treachery. He applauded the Grandmasters for the action they had taken, and he announced that the unionists had not yet commenced the social revolution, and would not until people had ships on their arrival in the home ports, those vessels would be blocked in every port, as long as blackleg labour continued to be employed abroad.

Mr. Edwards made a speech in similar terms, concluding with a resolution of gratitude to Australia, which was carried with acclamation.

London, Aug. 18.—The strike of dock labourers at Cardiff is now virtually settled. It is proposed to establish a Standing Committee of Conciliation to prevent strikes.

London, Aug. 20.—The threatened strike in the dock labourers on the part of the dock labourers has been averted. The non-unionists were discharged.

London, Aug. 21.—In spite of the recent settlement of their dispute with the dockmasters of Tilbury relating to non-union labour, the leaders of the dockers remain in a state of high tension, and are waiting the question of settling is finally decided.

Aug. 22.—The Tilbury Dock labourers have resumed work in obedience to the command of the union leaders.

London, Aug. 15.—The strike on the New York Central Railway, which was stated last week to have been settled, has been broken off.

A very serious incident in connection with the strike is reported from Albany. At that city, in consequence of the behaviour of the men, the police were summoned, and in dispersing the mob met with such resistance that they fired upon the people, wounding three persons. The crowd, highly excited, rushed and attacked the police, who narrowly escaped lynching at the hands of the infuriated people.

London, Aug. 20.—The New York brick-makers are boycotting various works in progress in that city, in consequence of the employment of non-unionists.

The brick-makers have arranged to supply bricks to New York, Brooklyn, and Jersey City.

The building trades are paralysed in consequence, and 80,000 hands are affected.

London, Aug. 21.—The strike in connection with the New York Central Railway continues, and excites much anxiety.

Grand-master Workmen of the United States support the demands of the Knights of Labour or not.

In New York the situation is regarded as serious.

August 22nd.—The Knights of Labour intend to bring about a strike on all the Vanderbilt railways in New York, Buffalo, Cleveland, Chicago, Cincinnati, and St. Louis.

August 25th.—The serious strikes on the American rail-ways are extending, and all traffic is now blocked in the Chicago and Illinois lines.

London, 25th August.—A mass meeting was held at Tower Hill to express sympathy with the Australian strikers. Burns ridiculed the idea of the shipowners forming a union to combat the labor unions.

August 27.—The Glasgow shipowners have decided to support the proposed union against the men.

The Times severely castigates Burns, the labor leader, as a charlatan who is trading on the folly and ignorance of others.

The dockers have levied one shilling per week from 35,000 men in aid of the Australian strike.

London, September 3rd.—The dock labourers and the labor unions have promised to give their assistance to the men on strike in Australia. Most of the English shipowners have combined and formed a powerful union, representing a shipping tonnage of five million tons, and have notified their intention of assisting Australian shipowners to their utmost throughout the strike.

A convention, which in Dublin has been boycotted on account of having used non-union coal.

The report of the Board of Trade states that during the month of July last no fewer than 99 strikes took place. The condition of affairs consequent upon the strikes of the unions is worse than during the labour agitation of 12 months ago.

THE GREAT STRIKE IN AUSTRALIA.

Adelaide, 27th August.—The strike initiated by the Sydney Seamen's Union is extending throughout the colonies, and the intercolonial shipping trade is completely paralysed, every vessel excepting overseas ships being blocked. All the coal hoppers employed at Newcastle have now struck, also the miners employed in the Australian Company's mines. The Gas companies in the various centres intimate that they must cease operations within a few weeks unless coal is supplied.

London, Aug. 18.—The Prime Minister has declared that he will not during the labour agitation of 12 months ago.

THE SILVER BOOM IN AMERICA.

London, Aug. 16.—The Treasury officers at Washington are purchasing silver at 110c. (4s. 9½) per ounce. American gold is being sold for silver at 120c. (4s. 13½) per ounce.

There are indications that consequent upon the silver policy of the United States there will be a famine in America a silver mine, which is expected to commence operations before Christmas.

A general agreement was reached in an article devoted to the position of Uruguay, one of the South American Republics, declares that the affairs, political and financial, of Monte Video, the capital, are strained. The state of matters is such that at any moment a storm may be looked for similar in character to that which has just overtaken the Argentine Republic. A system of advances to constituents of the National Bank has been resorted to, which is a virtual robbery, and the result is that the resources of the bank are almost exhausted.

London, Aug. 21.—The Government of the Republic of Uruguay, in South America, proposes to return to the metallic standard as a means of settling the financial difficulty.

London, Aug. 22.—It is reported that a French syndicate will provide the Republic

of Uruguay with gold in order to enable the Government to withdraw the paper currency.

THE CENTRAL AMERICAN REPUBLICS.

London, Aug. 18.—Further fighting has taken place in Central America between the Salvador army and four thousand troops of the Honduras Republic, sent to the relief of Guatemala. The battle has been bloody, and resulted in terrible slaughter on both sides.

London, Aug. 10.—It is reported that peace has been arranged between representatives of the Central American Republics of Salvador and Guatemala.

London, Aug. 20.—The report that peace has been arranged between Salvador and Guatemala is confirmed.

RUSSIA AND GERMANY.

London, Aug. 19.—According to public opinion in St. Petersburg it is believed that the visit of the Emperor William to the capital of Russia will be of great political significance, and will tend to settle the 'good relations' outstanding between Russia and Germany.

London, Aug. 20.—The German Emperor is now visiting the Czar. He is being entertained in an unassuming style, and the relations between the two monarchs is stated to be most cordial. Preparations are being made for a farewell banquet on an unprecedented scale of grandeur.

SWITZERLAND.

London, Aug. 21.—A cyclone of great violence has been experienced in the canton of Neuchâtel in Switzerland and in the French cantons of Jura and Valais, in the track of the storm were uprooted many houses were destroyed, and several of the inhabitants lost their lives. The storm only lasted three minutes.

THE WHEAT MARKET.

London, Aug. 21.—The estimates of the crop in America, which have been in production for some time, and the market is excited. There are few shipments. It is expected that the exports will show a falling off of five million quarters as compared with those for last season.

Three cargoes of New Zealand wheat for shipment have been sold at from 36s to 37s per quarter.

THE BEEF SUGAR CROP.

London, Aug. 18.—Mr. F. O. Licht, of Magdeburg, the authority on the production of beef sugar, reports the turnout of this article as showing an increase of 828,000 tons for the eleven months. The surplus during the present campaign is unchanged.

London, Aug. 21.—A disastrous cyclone has passed over Pennsylvania. Two hundred houses were destroyed and 21 persons were killed. The loss to property is estimated at a million dollars.

STORMS IN FRANCE.

London, Aug. 20.—Destructive storms have occurred in various parts of France. Five hundred houses were wrecked and 80 people lost their lives. Numbers of people whose houses were blown down, are camping out. The damage is estimated at a million francs.

THE REBELLION IN MOROCCO.

London, Aug. 21.—The Sultan of Morocco, commanding his army in person, attacked the rebels who recently surprised a detachment of the Sultan's troops and burned a number of the officers alive. The rebels were completely defeated, many being taken prisoners. Eighty prisoners were beheaded.

THE SILENT CURE.

London, Aug. 20.—Application has been made for an injunction to restrain the Police Club from exercising its rights as a sporting club, on the ground that a public nuisance is constituted by reason of the boxing matches and musical performances held on the premises, and on account of the noise which congregates in the vicinity of the club.

THE HOUSE-HOLD SYSTEM.

London, Aug. 15.—The London Trades Council has instructed its delegates to the Liverpool Conference to vote in favour of legislation for eight hours as the duration of a day's work.

THE SYNDICATE IN GERMANY.

London, Aug. 19.—Prince Bismarck is giving his support to a gigantic coal syndicate which is being formed in Germany to check any rise in the miners' wages.

MISCELLANEOUS.

London, Aug. 16.—Prince Ferdinand of Bulgaria, has returned to Sofia from Vienna.

London, Aug. 15.—Mrs. Della A. Parnell, the mother of Mr. C. S. Parnell, is believed to be leaving in America.

A diabolical in Kentucky has been destroyed by fire. Twenty-five thousand barrels of whiskey were burnt.

London, Aug. 10.—The French wheat crop is 6,000,000 hectolitres below the yield of 1889.

The potato blight in Ireland continues to spread.

A large one being formed to encourage the growth of beetroot in Britain.

The anti-livestock agitation in Wales is occupying some attention. Soldiers are assisting the tithe collectors in Denbigh.

A cyclone has swept over the provinces of Oude, in British India, resulting in great damage to the vines and crops of the country. The loss is estimated at one million sterling.

The English hop vines have been attacked by mould, and the crop is expected to be seriously affected.

London, Aug. 20.—A terrible railway collision has occurred at Boston. Fifteen persons were killed, and 60 others were injured.

Portugal has granted to England the right to veto the transference to other European Powers of any Portuguese territory south of the Zambezi.

London, Aug. 21.—The sailing ship *Avon*, bound from London to New Zealand, is still missing. Offers to reimburse her have been refused.

A party of eight persons have been drowned by a boat accident on the River Conway, in Wales.

The British India Steam Navigation Company is building four steamers of 5000 tons each, with a speed of 15 knots, to be placed on the Queensland trade.

London, Aug. 19.—The Government has decided to shorten the Address next session, in the hope of being able to limit the debate thereon.

London, Aug. 22.—The Salvation Army proposes to establish migrant colonies in various parts of Australia and New Zealand.

London, Aug. 23.—The artillery experiments with the smokeless gunpowder are proving highly satisfactory.

London, Sept. 4.—The parish officers at Olmick, Cork, states that upwards of three thousand people in that locality will perish from starvation through the failure of the potato crop, unless relieved within one month.

The British Government is in King enquires into the extent of the potato blight in Ireland with a view to affording relief.

are reported to have broken out in Brazil, and the disease is spreading rapidly among the inhabitants.

A cholera epidemic is raging throughout Spain with serious results. Three doctors were attacked and murdered by a mob of people, who were of opinion that they possessed a number of patients suffering from cholera. The patients were buried in a common grave.

A disastrous case took place in the American Congress. Two members named Wilson and Beckwith had an altercation, and fought on the floor of the House. They were separated and afterwards apologized.

A quantity of explosives have been discovered in working men's houses at Lyons, and numerous arrests have taken place.

LATE TELEGRAMS.

(From Indian papers.)

Bombay, 28th August.—The Vienna journals announce that the Emperor of Austria will visit Bucharest in September next, for the purpose of conferring the Order of the Star on the King of Roumania.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIC will be despatched for San Francisco, via Yokohama, on TUESDAY, September 16th, 1890, at 1 p.m., Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and should be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:— To San Francisco ... \$225.00 To San Francisco and return ... 393.75 available for 6 months ... 325.00 To Liverpool ... 325.00 To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding by Overland to the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Chief Agent of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 25, 1890. 1493



STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PANAMA AND OCEANIC STEAM-NAVIGATION COMPANY'S Steamship GANGES, Capt. T. J. ALDERSON, with the Majesty's Mail, will be despatched from this for LONDON, via BOMBAY AND SUEZ CANAL, on THURSDAY, 18th September, at Noon.

Cargo will be received on board until 4 p.m. on the 17th September. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required for further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 12, 1890. 1505

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamship CITY OF SEATTLE, Capt. J. T. ALDERSON, will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 27th September, 1890, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:— To San Francisco ... \$225.00 To San Francisco and return ... 393.75 available for 6 months ... 325.00 To Liverpool ... 325.00 To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding by Overland to the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in British Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

Q. D. HARMAN, Agent.

Hongkong, September 1, 1890. 1538

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAYS AND STEAMERS.

THE British Steamship STRAITS OF BELLE ISLE, 2,484 Tons Register, Capt. GILES, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBÉ, and YOKOHAMA, on THURSDAY, the 18th September, at Noon.

This Steamer will not carry First or Second Class Passengers.

To be followed by the S.S. ABYSSINIA, 2,818 Tons Register; and PARTHIA, 7th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:— To Vancouver, Victoria (Mx) \$20.00 To Montreal, New York, &c. \$30.00 To Liverpool ... 325.00 To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to ports in the United States, should be sent to the Company's Office, addressed to Mr. D. K. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 17th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by mail until 5 p.m. the day previous to sailing.

For information as to Passage and Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, September 4, 1890. 1562

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SINGAPORE, COLOMBO, BATAVIA, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO, LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 26th September, 1890, at Noon, the Company's S.S. SYDNEY, Commandant VAGUEN, with MAJESTY'S PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till 4 p.m. on the 25th September. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required for further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 12, 1890. 1505

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamship CITY OF SEATTLE, Capt. J. T. ALDERSON, will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 27th September, 1890, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:— To San Francisco ... \$225.00 To San Francisco and return ... 393.75 available for 6 months ... 325.00 To Liverpool ... 325.00 To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

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Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in British Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

Q. D. HARMAN, Agent.

Hongkong, September 4, 1890. 1538

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1840

Intimations.

CHAS. J. GAUFF & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths, NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

TO BE FOLLOWED BY THE S.S. ABYSSINIA, 2,818 Tons Register; and PARTHIA, 7th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

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For information as to Passage and Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, September 4, 1890. 1562

WINDSOR HOUSE.

No. 8, QUEEN'S ROAD CENTRAL, PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers First-Class Accommodation to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well FURNISHED BED ROOMS with all comforts. A Good Table kept.

TABLE D'HÔTE: Breakfast, 8.30 a.m.; Dinner, 1 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, of reasonable rates.

ARRANGEMENTS CAN BE MADE TO SUITE MEANS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM, Proprietress.

Hongkong, August 30, 1889. 1682

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1) Glass Jars (for museum purposes). (2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to JAMES CANTLIE, Hon. Sec. to the College.

Hongkong, August 7, 1888. 1817

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1) Glass Jars (for museum purposes). (2) Illustrated Papers and Books for the Student's Reading Room and Library.

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Hongkong, August 7, 1888. 1817

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Hongkong, August 7, 1888. 1817

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (FORMERLY APPOINTED APRENTICE AND LATERLY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers.

REMOVED 18, D'ARQUILLA STREET, behind HOKOKONG CLUB.

CONSULTATION FREE. Hongkong, January 18, 1890. 122

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's PORTERS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, what immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 26, 1888. 1475

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG. A SERMON.

Price, FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WAH; and Messrs. W. BREWER & Co.

August 14, 1889. 1582

COLLEGE OF MEDICINE FOR CHINESE.

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Hongkong, August 7, 1888. 1817

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Arrivals are divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked D., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to P. and O. Co.'s Wharf.
6. From P. and O. Co.'s Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharf.
11. Jardine's Wharf.

Vessel's Name.	Flag and Reg.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Business or Agents.	Intimation.	Remarks.
CONTINUED								
Alberta	h	Nelson	Brit.	2214	Sept. 15	Douglas Loprak & Co.	Yokohama	18th inst.
Ancona	h	Modie	Brit.	3142	Sept. 14	P. & O. S. N. Co.		
Arday	h	Cham	Brit.	1076	Sept. 15	Jardine, Matheson & Co.		
Araza	h	Salek	Japan.	1568	Sept. 15	Takasima Colliery	Nagasaki	
Balgie	h	Walker	Brit.	2035	Sept. 15	P. & O. S. S. Co.	San Francisco	To-morrow
Bangalore	h	Williams	Brit.	1436	Sept. 11	Butterfield & Swire	Sydney, &c.	To-morrow
Bangalore	h	Webb	Brit.	1213	Aug. 25	Chinese		
Chang Hye Tang	h	Scott	Brit.	923	Sept. 15	Bun Hin Chan	Swatow	To-morrow
Chingtu	h	Clunt	Brit.	1409	Sept. 15	Butterfield & Swire	Shanghai	To-morrow
Cicero	h	Geurgo	Brit.	1000	Aug. 30	Butterfield & Swire	Sourabaya	To-day
Crown of Arragon	h	Ferguson	Brit.	1486	Sept. 15	Gilman & Co.		
Decima	h	Christiansen	Ger.	945	Sept. 15	Eduard Schellhas & Co.		
Diamond	h	Snio	Brit.	1030	Sept. 15	Chinese	Amoy	To-morrow
Don Juan	h	Beltran	Span.	654	Sept. 15	Brindley & Co.	Amoy & Manila	To-morrow
Dorset	h	Britt	Brit.	1716	Sept. 15	Mitau Bishi		17th inst.
Fornosa	h	Dall	Brit.	674	Sept. 14	Douglas Steamship Co.	Coast Ports	17th inst.
Frej	h	Lund	Dan.	419	Sept. 15	Arnhold, Karberg & Co.	Saigon	17th inst.
Hainan	h	Samuelson	Ger.	741	Sept. 15	Melchers & Co.	Shanghai	To-morrow
Kwang Lee	h	Lincoln	Chi.	1508	Sept. 14	M. S. N. S. Co.	Sandakan	To-morrow
Memnon	h	Dorff	Brit.	825	Sept. 15	Butterfield & Swire	Saigon	17th inst.
Moroe	h	Petersen	Ger.	650	Sept. 11	Ed. Schellhas & Co.		To-morrow
Nanking	h	Galloway	Brit.	808	Sept. 13	Jardine, Matheson & Co.	Amoy & Manila	To-day
Niobe	h	Thomsen	Ger.	3500	Sept. 13	Siemens & Co.	Hamburg	17th inst.
N. S. de Loreto	h	Ajuria	Span.	580	Sept. 13	Chinese	Saigon	To-day
Patrolous	h	Pulford	Brit.	1386	Sept. 15	Butterfield & Swire		
Pilot Fish	h	Stapani	Brit.	161	H. K. & W. Dock & Co.		
Popocatepetl	h	Farand	Spain	387	Sept. 12	Arnhold, Karberg & Co.		
Rimadale	h	Mooney	Brit.	1567	Sept. 13	Adamson, Bell & Co.	Kutchinotzu	To-morrow
Sardone	h	Clarney	Brit.	1572	Sept. 13	Butterfield & Swire	S'pore & London	To-day
Smith	h	McIntosh	Chi.	703	Sept. 15	Malcampo & Co.		
Straita of Belle Isle	h	Grigs	Brit.	1889	Sept. 12	Adamson, Bell & Co.	Vanconver, &c.	18th inst.
Sungkiang	h	Dodd	Brit.	944	Sept. 11	Butterfield & Swire	Poochew	To-day
Tatung	h	Newbold	Brit.	362	Sept. 14	Yuen Fat Tong	Swatow & Bangkok	
Tai Leo	h	Schmidt	Ger.	828	Sept. 8	Meyer & Co.	Amoy	To-morrow
Wingpaag	h	St. Croix	Brit.	2517	Sept. 14	Jardine, Matheson & Co.	Calcutta, &c.	20th inst.
Zafro	h	Cobban	Brit.	675	Sept. 13	Russell & Co.		